

CLASSIFICATION	SECRET	25X1
COUNTRY	East Germany	REPORT NO. 25X1
TOPIC	Neuruppin Airfield	
EVALUATION	25X1	PLACE OBTAINED 25X1
DATE OF CONTENT	25X1	
DATE OBTAINED		DATE PREPARED 15 June 1953
REFERENCES		
25X1 FACES	ENCLOSURES (NO. TYPE)	
REMARKS		

1. The following air activity was observed at Neuruppin airfield between 20 March and 7 May, 1953:

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20 March. At 10:30 a.m., 19 MiG-15s took off in rapid succession. One formation of 9 planes without auxiliary fuel tanks landed after 35 minutes and the other formation of 10 MiG-15s with auxiliary fuel tanks, which flew at high altitudes emerging vapor trails, landed after 45 minutes. At 11:40 a.m., the 19 planes again took off in elements of two and flew for 35 and 50 minutes. The weather was fair and visibility good.

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21 March. After 8 a.m., local flights were made by 1 MiG-15, 1 Yak-14 and 1 Po-2.

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22 March. 4 MiG-15s without auxiliary fuel tanks were parked in front of the temporary building occupied by the alert crews, and 16 MiG-15s and 2 single-engine low-wing monoplane in front of the hangars.

30 March. After 10 a.m., individual local flights were made by MiG-15s. There was a 5/10 overcast at an altitude of 700 meters. Air activity continued until about 5:30 p.m.

31 March. Between 3 a.m. and 5 p.m., MiG-15s flew individually and in elements of two. There were intermittent rain showers.

2 April. In the afternoon, there was the same air activity by MiG-15s as on 31 March. In the morning, local flights were made by Po-2s.

3 April. Between 8 a.m. and 4 p.m., there was little air activity by MiG-15s. The sky was 6/10 overcast and visibility was good. Between 5 p.m. and 8 p.m., local flying was practiced by Po-2s and Yak-14s.

4 April. Between 10 a.m. and noon, there was little air activity by Po-2s. The weather was favorable.

5 April. Twenty MiG-15s were counted at the field.

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6 April. There was no air activity.

7 April. Between 8 a.m. and 5 p.m., there was intensive air activity by MiG-15s flying individually and in elements of two. Weather was favorable.

8 April. Between 8 a.m. and 5 p.m., there was the same air activity as on 7 April. The MiG-15s remained aloft for up to 35 minutes. There was changeable weather.

9 April. Between 10 a.m. and 4 p.m., a few local flights were made by MiG-15s.

10 April. Between 8 a.m. and 1 p.m., MiG-15s practiced flying individually and in elements of two. There were no clouds. Previously, the MiG-15 unit mostly practiced firing at sleeve targets, night and formation flying. Apparently young pilots were assigned to the unit because intensive local flying was conducted by Po-2s and type-29 planes.

15 and 16 April. There was no air activity by MiG-15s at the field.

17 April. Individual high-altitude flights were made over the field, possibly by MiG-15s from another airfield. The weather was cloudless.

21 April. At about 6:30 p.m., 6 MiG-15s without auxiliary fuel tanks landed in rapid succession.

22 April. Between 8 a.m. and 5:30 p.m., there was little air activity by MiG-15s in cloudless weather.

23 April. After 3 p.m., local flights were made by jet fighters while no searchlights were in operation. There were no clouds.

24 April. At 11:12 a.m., a twin-engine transport with single rudder assembly landed at the field.

25 April. Night flights were made by MiG-15s after 8 p.m.

26 April. Seventeen MiG-15s including the alert flight were parked outside the hangars.

28 April. A MiG-15 took off at about 11:30 a.m. There was a 10/10 overcast at an altitude of about 500 meters.

29 April. No air activity was observed.

30 April. Individual flights were made by MiG-15s. In the evening, the rotary searchlight near Nietwerder was in operation although no night flights were made at the field.

1 May. There was no air activity at the field since a parade was held.

2 to 4 May. No air activity was observed. Fifteen MiG-15s including the alert flight were counted on the landing field. A crashed MiG-15 was observed in front of the hangar.

5 May. Between 10 and 11 a.m., local flights were made by 2 Po-2s, 1 Yak-14 and 1 MiG-15. The weather was fair.

6 May. There was no air activity.

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7 May. Between 9 a.m. and 12:30 p.m., 2 Po-2s including [redacted] 1 Yak-14 made local flights. There were no clouds. At 5:30 p.m., 16 MiG-15s and 1 single-engine low-wing monoplane with radial engine were observed at the field.

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2. On 19 April, an SCR-502 type radar set was observed for the first time near Klappgraben canal. On 3 May, truck [redacted] left the ammunition dump on the northern edge of the field. The PKV-45 D/F station was still located about 200 meters north of the east end of the runway, 150 meters west of Wittstocker Allee. Between the temporary building occupied by the personnel of the alert planes and the former repair hangar there was a newly erected semi-underground low wooden building about 8 meters long. The former repair hangar was not in operation. The outer sides of the shrapnel-proof aircraft revetments were being covered with cement plates about 40 cm square. 2

3. The following air activity was observed at the field between 30 March and 16 May:

30 March. After 9:40 p.m., individual flights were made by MiG-15s which remained aloft for about 40 minutes. There was a 10/10 overcast at an altitude of about 1,500 meters, light rain, visibility of light over a distance of more than 10 km, and a wind of 70 to 80 km/h. Air activity still continued at 11:10 p.m.

31 March. Throughout the day, individual flights were made by MiG-15s with auxiliary fuel tanks, some of which remained aloft for 49 and 52 minutes. The sky was 9/10 overcast and it rained occasionally.

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1 April. Between 8:30 a.m. and 5:30 p.m., MiG-15 and type-29 planes widely circled the field. [redacted]

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[redacted] There was a 5/10 overcast of cumulus clouds and good visibility.

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2 April. Between 8:30 a.m. and 7:10 p.m., individual planes fired at ground targets in the area northeast of Storbeck. Each plane diving at an angle of 20 to 25 degrees to an altitude of about 400 meters made two attacks with long bursts of fire. At the same time, individual high-altitude flights by aircraft [redacted] were made. There was a 6/10 overcast of cumulus clouds and good visibility. After 8 p.m., individual flights were made by MiG-15s which continued after 11 p.m. There were no clouds.

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3 April. Between 8:30 a.m. and 4 p.m., individual MiG-15s made high-altitude flights at more than 9,000 meters, emitting vapor trails, while take-offs and landings were practiced by Po-2s at Bechlin airfield. There were no clouds. At 4:20 p.m., when air activity was discontinued, [redacted]

[redacted] 20 MiG-15 and type-29 planes, 3 Yak-11s and 1 Po-2 were parked at the field.

4 April. Throughout the day, there was air activity by MiG-15s [redacted]

[redacted] which flew in flights and elements of two at altitudes of 8,000 to 9,000 meters. There were no clouds and visibility was good.

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5 and 6 April. There was no air activity. Between 1 p.m. and 2:30 p.m. on 6 April, a Li-2 was observed at the field. The plane took off heading west.

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7 April. Between 10:45 a.m. and 3:30 p.m., individual high-altitude flights were made by MiG-15 and type-29 planes [redacted]

[redacted] Visibility was good and it rained occasionally.

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8 April. There was the same weather as on the preceding day. The alert flight took off at 7 a.m. and landed at 7:38 a.m. Subsequently, a new alert flight was parked at the field. Between 10:30 a.m. and 3 p.m., MiG-15s practiced firing at a sleeve target towed by a MiG-15 with auxiliary fuel tanks. Immediately after the take-off, the towing plane broke out the air sleeve fitted on a rope about 120 meters long. When the towing plane reached an altitude of about 2,000 meters, the attacking MiG-15 flying at an altitude of about 2,500 meters came down at an angle of about 30 degrees and approached from the right rear at an angle of 45 to 60 degrees making two attacks with two long bursts of fire each. Each towing plane remained aloft for firing practices by about 3 MiG-15s. The sleeve target was released over the field before the plane landed. After air activity, 18 MiG-15 and type-29 planes, 2 Yak-11 and 2 Po-2s were counted at the field.

9 April. In the morning, an element of two Yak-11s practiced formation flying at an altitude of 4,000 meters. There was a 10/10 overcast and a scattered cloud base later on. Between 4 p.m. and 5:30 p.m., formation flying was practiced by two elements of two MiG-15s with auxiliary fuel tanks. After 8 p.m., individual MiG-15 and type-29 planes circled widely over the field. The weather was clear.

10 April. Between 7 a.m. and 7:40 a.m., the alert flight practiced formation flying. There were no clouds. After the landing, the planes were being refueled and parked at the dispersal area for the alert flight. Between 8 a.m. and 5 p.m., MiG-15s flew in elements of two and practiced flying at a ground target represented by a truck parked in about the center of the landing field. The planes took off individually at short intervals and assembled in a spread-out combat formation. When flying north of the field an element of two MiG-15s would break from the formation and turn to the field. The two planes successively made an approach flight at the ground target diving from an altitude of 6,000 to 7,000 meters at an angle of 50 to 60 degrees, pulling off at an altitude of 800 to 1,000 meters and immediately climbing at a steep angle. Individual jet fighters started night flying at 7:30 p.m. and were aloft until after 10:30 p.m.

11 April. Between 10 a.m. and 3 p.m., the same approach flights were practiced as on the preceding day. There were no clouds.

12 April. There was no air activity in cloudless weather.

13 April. No air activity was performed by jet fighters. After 11:45 a.m., Po-2s circled the field. There was an increasing degree of cloudiness and tendency to thunderstorm.

14 April. No jet fighters were aloft. After 6 a.m., Po-2s practiced take-offs and landings at Bechlin alternate airfield. There was a 6/10 overcast and haze.

15 April. There was no air activity by jet fighters. The sky was 10/10 overcast. In the afternoon, a Li-2 plane landed at the field, while Po-2s and Yak-11s widely circled over the field.

16 April. There was no air activity by MiG-15s. Po-2s made local flights. There were no clouds.

21 April. Between 7:50 a.m. and 9 a.m., 5 individual Il-28s crossed the field toward the west at high altitudes. There was no air activity by MiG-15s. At 12:50 p.m., [redacted] 20 MiG-15 and type-29 planes, 1 Yak-11, 2 Po-2s, and 1 Li-2 were parked at the field. Four of the MiG-15s were parked in the revetments southeast of the flight control station. Between 1 p.m. and 1:50 p.m., 8 MiG-15s from another airfield circled over the area southeast of Neuruppin at an altitude of about 9,000 meters. At 6:34 p.m., a Li-2 took off heading southwest.

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22 April. Between 6:00 p.m. and 6:15 p.m., a MiG-15 made a local flight. Night flying by individual MiG-15s started at 7:35 p.m. and continued after 10:40 p.m. At 6 p.m., two trucks with pointed searchlights were observed about 100 meters south of the runway. The searchlights were not in operation during night flying. The take-offs and landings were made without the help of landing lights and ground searchlights. The runway lights were switched on and the aircraft flew with set position lights.

23 April. One MiG-15 was observed aloft.

28 April. MiG-15s with auxiliary fuel tanks flew in the clouds in formations of four and individually.

4 May. Two local flights were made by MiG-15s. Aircraft observed at the field included 24 MiG-15 and type-29 planes, 2 Yak-11s and 3 Po-2s.

12 May. A flight of three MiG-15s with auxiliary fuel tanks flew at very high altitudes.

15 May. Three individual take-offs were made by MiG-15s.

16 May. The flight of alert planes with auxiliary fuel tanks practiced flying. There was little air activity by Po-2s and Yak-11s. A total of 22 MiG-15 and type-29 planes were counted at the field.¹

4. During the period of observation, the alert flight was parked on the western turning apron when the wind blew from the east; in westerly wind, it was alternately parked in the southern section of the eastern turning apron and the new dispersal area about 100 meters north of the former repair hangar.
5. A total of 33 aircraft revetments were counted at the field including 9, open to the runway, in the northeastern section of the field and 12 along the taxiway north and northwest of the flight control station, 5 south of the taxiway and southeast of the flight control station, and 7 arranged rather far apart west to northwest of the flight control station as far as the western curve of the taxiway.
6. No AA guns were observed at the field.² On 4 and 16 May, [redacted] only one radio mast connected to the public mains was located in Viet-
[redacted]werder. The PLV-45 D/F station, the landing aid and the radio truck had been
[redacted]removed, and except for the landing aid, were re-erected on the landing field.²
[redacted]Motor vehicles observed entering and leaving the field [redacted]
[redacted]On 8 May, [redacted]
[redacted]there was little air
[redacted]activity by MiG-15s because of economy measures in fuel consumption. [redacted]
7. About noon on 3 May, [redacted] the field was occupied by about
[redacted]24 aircraft, including mostly MiG-15s, some biplanes and single-engine
[redacted]low-wing monoplanes. Of the MiG-15s, four alert planes [redacted]
[redacted]were parked at the east end of the runway. The other aircraft were parked
[redacted]in front of the hangars. There was no air activity.
8. Between 2:30 p.m. and 4:30 p.m. on 23 April, 6 MiG-15s took off in two groups
[redacted]which individually dived over the western edge of the field. Four individual
[redacted]take-offs were made by 4 MiG-15s heading east. One of them towed an air
[redacted]sleeve. There were no clouds. In the afternoon of 18 May, 2 MiG-15s were
[redacted]aloft, while other MiG-15s practiced diving.¹

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- 25X1 1. [redacted] Comment. A fighter regiment is stationed at Neuruppin airfield.
- 25X1 [redacted] [redacted] [redacted]
- 25X1 [redacted] Air activity observed at Neuruppin
- 25X1 airfield agrees with the training activity observed at other fighter
- 25X1 airfields during the reported period. There was particularly intensive
- flight training at night and firing practice at air sleeves towed by MiG-15s.
- 25X1 2. [redacted] Comment. It was previously reported that a PKV-45 D/F station was
- erected on the landing field.. This is the first
- information that the PKV-45 D/F station in the flying lane was removed.
- 25X1 3. [redacted] Comment. No AA guns have been observed at the field since October
- 1952.

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